BY ORDER OF THE
SECRETARY OF THE AIR FORCE

AIR FORCE INSTRUCTION 11-2C-12,
VOLUME 2

1 DECEMBER 1998

Flying Operations

C-12 AIRCREW EVALUATION CRITERIA

OPR: HQ AETC/DOVV
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Supersedes MCR 60-2, Volume 5B, March 1993

Certified by: HQ USAF/XOO
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Pages: 18
Distribution: F

This instruction implements AFPD 11-2, *Aircraft Rules and Procedures*, and AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*. It establishes procedures and criteria for evaluation of all aircrews performing duties in the C-12 aircraft. File a copy of all approved waivers with this instruction. **Attachment 1** contains a glossary of references and supporting information.

This AFI does not apply to the Air National Guard or Air Force Reserve Command. Major commands (MAJCOM) will forward proposed MAJCOM-level supplements to this volume to HQ USAF/XOOT, through HQ AETC/DOVV, for approval prior to publication according to AFPD 11-2, paragraph 4.2. After approval and publishing, the issuing MAJCOM will send one copy each of MAJCOM-level supplement to HQ USAF/XOOT, HQ AETC/DOVV, and user-MAJCOM OPRs. Field units below MAJCOM level will forward one copy of each supplement to their parent MAJCOM OPR for post-publication review. See paragraph **2.** of this instruction for guidance on submitting comments and suggesting improvements to this publication.

The Privacy Act of 1974 affects this instruction. The Privacy Act System Number F011 AF XO A, Air Force Operations Resource Management Systems (AFORMS), covers required information. The authority for maintenance of the system is 37 U.S.C. 301a (Incentive Pay); Public Law 92-204 (Appropriation Act for 1973, Section 715 ; Public Laws 93-570 (Appropriations Act for 1974), Public Act 93-294 (Aviation Career Incentive Act of 1974), DoD Directive 7730.57 (Aviation Career Incentive Act and Required Annual Report; and Executive Order 9497).

Section A General Information 2

1. Conducting Evaluations. 2
2. Recommended Changes or Waivers. 2
3. Procedures 2
4. Grading Instructions 3
5. Emergency Procedures Evaluation (EPE). 3

6. Records Disposition. 3

Section B Evaluation Requirements 3

7. Guidelines 3

8. Pilot Evaluations 4

Table 1. Pilot Evaluations Requirements. 5

Section C Evaluation Criteria 6

9. General Grading Standards 6

10. IP Evaluations. 7

11. Flight Evaluation Folders (FEF) 7

Table 2. Pilot Evaluation Grading Criteria. 8

Attachment 1—GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION 17

Section A—General Information

1. Conducting Evaluations. All evaluations will be conducted in accordance with (IAW) the provisions of AFI 11-202, Volume 2, and this instruction.

2. Recommended Changes or Waivers. Submit suggested improvements to this instruction on AF Form 847**, Recommendation for Change of Publication,** to the parent MAJCOM through stan/eval channels. Parent MAJCOMs will forward approved recommendations to HQ AETC/DOVV. MAJCOM DOs are waiver authorities for this instruction. Waiver requests may be submitted in message or memorandum format. (Send a copy of the approved waiver request to HQ AETC/DOVV.)

3. Procedures:

3.1. Flight examiners (FE) will use the evaluation criteria contained in section C for conducting flight and emergency procedure evaluations (EPE). To ensure standard and objective evaluations, FEs will be thoroughly familiar with the prescribed evaluation criteria.

3.2. Unless specified, the examinee or FE may fly in any flight position or seat that will best enable the FE to conduct a thorough evaluation.

3.3. The FE will brief the examinee on the purpose of the evaluation and how it will be conducted prior to the flight. The examinee will accomplish required flight planning IAW the flight position during the evaluation.

3.4. The FE will thoroughly debrief all aspects of the evaluation. This debrief will include the examinee's overall rating, specific deviations, area grades assigned (if other than qualified), and any required additional training. If the overall grade is Q-2 or Q-3, a squadron supervisor must attend the debrief.

4. Grading Instructions:

4.1. Base tolerances for in-flight parameters on conditions of smooth air and a stable aircraft. Do not consider momentary deviations from tolerances, provided the examinee applies prompt corrective action and such deviations do not jeopardize flying safety. Consider cumulative deviations when determining the overall grade.

4.2. FEs will use the grading criteria in this volume to determine individual area grades. Derive the overall flight evaluation grade from the area grades based on a composite for the observed events and tasks IAW AFI 11-202, Volume 2, and this instruction.

4.2.1. If the examinee receives an unqualified area grade in any of the areas identified by this instruction, an overall unqualified grade will be assigned.

4.2.2. Examinees receiving an overall unqualified grade will be placed in supervised status until recommended additional training is completed and (or) a reevaluation is successfully accomplished. However, examinees receiving an overall unqualified grade because of an unsatisfactory EPE will not be permitted to fly in their aircrew position until a successful reevaluation is accomplished. Once qualified with additional training EPEs, the FE will indicate whether the additional training must be accomplished before the next flight. Additional training and reevaluations will be accomplished IAW AFI 11-202, Volume 2.

4.2.3. FE judgment will be the determining factor in arriving at the overall grade.

4.2.4. Only those items actually performed or instructed by the examinee will be graded.

5. Emergency Procedures Evaluation (EPE). The EPE may be given orally or in an air training device (ATD). This evaluation will include areas commensurate with the examinee's qualification level. The following items will be included on EPEs:

5.1. Aircraft general knowledge.

5.2. Emergency procedures. All boldface or critical action items and emergency procedures must be evaluated to the satisfaction of the FE.

6. Records Disposition. Records will be disposed of IAW AFMAN 37-139, *Records Disposition Schedule.*

Section B—Evaluation Requirements

7. Guidelines:

7.1. Pilot evaluation requirements are depicted in **Table 1.** In addition, use AF Form 4031, **CRM Skills Criteria Training/Evaluation**, IAW AFI 11-290, *Cockpit/Crew Resource Management Program*, for initial and recurring evaluations.

7.2. Areas indicated with an "R" are required items for that evaluation. A required area is a specific area that must be evaluated to complete the evaluation. All required areas must be included in the flight evaluation profile. However, if it is impossible to accomplish a required area in flight, the FE may elect to evaluate the areas by an alternate method (for example, ATD, orally, etc.) in order to complete the evaluation. If the FE determines the required item cannot be adequately evaluated by an alternate method, the examinee will require an additional flight to complete the evaluation.

7.3. Takeoffs, approaches (except precision approach radar [PAR]), landings, and simulated engine-out approaches must be accomplished in flight.

8. Pilot Evaluations:

8.1. Instrument/Qualification. To the maximum extent possible, this evaluation will include approaches at airfields other than home field. The examinee will complete the following prerequisites:

8.1.1. Boldface examination.

8.1.2. Instrument refresher course (IRC) training.

8.1.3. Instrument examination.

8.1.4. Closed-book and open-book qualification examinations.

8.1.5. EPE.

8.1.6. Publications check.

8.2. Pilot Mission Evaluation. Scenarios that represent unit tasking satisfy the requirements of this evaluation. The FE may perform copilot duties during this evaluation.

8.3. Instructor Evaluation. Examinee must demonstrate instructional ability on the ground and ability to fly and instruct through all phases of flight. The profile should include in-flight demonstration and mission critique.

Table 1. Pilot Evaluations Requirements.

A	B	C		
		Type of Evaluation (See Legend)		
Area	Title	1	2	3
GENERAL				
1	Mission Planning	R	R	R
2	Performance Data	R	R	R
3	Publications	R	R	R
4	Crew/Passenger Briefings		R	R
5	Checklist Usage	R	R	R
6	Crew Coordination	R	R	R
7	Engine-Start Procedures	R	R	
8	Taxi	R	R	
9	Takeoff	R	R	
10	Basic Instruments	R	R	R
11	Autopilot/Flight Director	R	R	
12	Communications/Intercockpit Communications	R	R	R
13	Clearing	R	R	R
14	General Knowledge	R	R	R
15	Emergency Procedures Knowledge	R	R	R
16	Crew Debriefing		R	R
17	Instructional Ability		R	R
QUALIFICATION				
18	VFR Pattern (see note 2)	R	R	
19	Landings	R	R	
20	Maximum Reverse Thrust Landing			
21	Simulated Engine-Out Landing	R	R	
22	Normal Go-Around	R	R	
23	Simulated Engine-Out Go-Around	R	R	
24	Partial Flap Landing/No Flap Low Approach	R	R	
25	Simulated Engine Failure After Takeoff	R	R	
26	Touch-and-Go Procedures (see note 1)		R	

A	B	C		
		Type of Evaluation (See Legend)		
Area	Title	1	2	3
INSTRUMENTS				
27	Departure	R	R	
28	Fix to Fix			
29	Holding/Procedure Turns	R	R	
30	Penetration			
31	En Route Descent			
32	Nonprecision Approach (may include TACAN/VOR-DME, VOR, NDB/VOR [*RMI only*], and LOC/ASR)	R	R	
33	Precision Approach (may include ILS and PAR)	R	R	
34	Circling Approach (see note 2)	R	R	
35	Missed Approach	R	R	
36	Transition to Landing	R	R	

LEGEND:

1 – First pilot/copilot instrument/qualification evaluation

2 – Aircraft commander (AC)/IP/FE instrument/qualification evaluation

3 – AC/IP/FE mission evaluation

R – Required area

NOTES:

1. Required for IP only.
2. Weather and air traffic permitting.

Section C—Evaluation Criteria

9. General Grading Standards:

9.1. FEs will use the grading criteria in **Table 2.** to grade all areas during evaluations. Refer to **Table 1.** for the required items. However, grade all areas and items sampled, even if not required to complete the evaluation.

9.2. Any item or area that exceeds the limits listed in the “Q-” column by more than momentary deviation will be graded as “U.” The final grade in any area is at the discretion of the FE. Momentary devi-

ations beyond the plus and minus or other standards are acceptable if they are not characteristic of performance, timely corrections are made, and safety of flight is not compromised. For pilot evaluations, aircraft control should be smooth and positive.

10. IP Evaluations. The FE will determine which items must be instructed. Instruction should include both demonstrations and error analysis. Additionally, when possible the examinee should demonstrate the ability to accurately apply grading standards. The examinee's ability to analyze deficiencies and impart constructive criticism is an integral part of this evaluation.

11. Flight Evaluation Folders (FEF):

11.1. FEFs will only contain the crewmember's AF Forms 8, **Certificate of Aircrew Qualification**, and AF Forms 942, **Record of Evaluation.** Maintain all other records in the crewmember's training folder. ***EXCEPTION:*** A memorandum for record may be placed in the FEF IAW AFI 11-202, Volume 2.

11.2. Record all evaluations on AF Form 8.

Table 2. Pilot Evaluation Grading Criteria.

A	B	C	D
	Grade		
Grading Area	Q	Q-	U
Area 1. Mission Planning.	Planned basic preflight and in-flight mission requirements as directed in a timely manner. Applicable Air Force and command forms were completed correctly and in compliance with all appropriate directives.	Errors in basic mission planning resulted in minor detractions to mission accomplishment. Forms were incomplete, but did not detract significantly from mission accomplishment.	Made major errors or omissions that would have prevented a safe or effective mission. Displayed faulty knowledge of operating data or procedures.
Area 2. Performance Data.	Required performance data was computed in accordance with flight manual and applicable directives.	Minor errors in computing performance data resulted in incomplete or erroneous data that did not detract from safety of flight.	Major errors in computing performance data resulted in erroneous data that would have detracted from safety of flight.
Area 3. Publications.	Flight manuals and required directives were current with latest changes correctly posted.	Latest changes were not posted correctly.	Publications (including changes) were outdated or missing.
Area 4. Crew/Passenger Briefings.	Briefings required by the flight manual and (or) associated directives were completed accurately and in a timely manner.	Briefings were incomplete or included erroneous data, but did not detract from safety of flight.	Briefings were incomplete or included erroneous data that detracted from safety of flight.

A	B	C	D
	Grade		
Grading Area	Q	Q-	U
Area 5. Checklist Usage.	All checklists were completed in the prescribed order at a point in the mission as designated by aircraft flight manual and appropriate directives. Accurately determined aircraft status and accepted or rejected the aircraft as appropriate.	Required checklist items were missed or completed in the wrong order, but did not significantly impact systems operation, crew coordination or safety of flight. Failed to accurately assess the status of the aircraft, but was able to accept or reject the aircraft, as appropriate.	Missed critical checklist items that would have impacted systems operation, crew coordination, or safety of flight. Was unable to determine aircraft status or decide whether to accept or reject an aircraft.
Area 6. Crew Coordination.	Ensured clearance of ground personnel and equipment, using appropriate signals and (or) interphone prior to actuation of aircraft systems. Coordinated checklist items were completed as required.	Inadequate coordination with ground personnel detracted from preflight, engine start, before taxi, or taxi-in operations, but did not detract from safe ground operations. Lack of crew coordination or poor crew coordination resulted in minor mission deviations.	Inadequate coordination with ground personnel would have resulted in unsafe ground operations. Inadequate crew coordination would have detracted from safety of flight.
Area 7. Engine-Start Procedures.	Completed engine start as directed by the flight manual.	Minor deviations to flight manual-prescribed start procedures detracted from the overall engine start procedure, but did not compromise personnel safety or damage equipment.	Deviations to flight manual procedures would have compromised safety or resulted in equipment damage.

A	B	C	D
	Grade		
Grading Area	Q	Q-	U
Area 8. Taxi.	Followed ground crew directions when departing and arriving parking area. Followed prescribed taxi route at safe taxi speeds.	Did not follow ground crew directions when taxiing aircraft, but did not detract from safe ground operations. Deviated from prescribed taxi route or taxis at inappropriate speeds, but did not detract from safe ground operations.	Significant deviation and excessive speed would have resulted in unsafe ground operations.
Area 9. Takeoff.	Maintained runway alignment ± 10 feet during takeoff ground roll. Rotated the aircraft to recommended TO takeoff attitude. Retracted gear and flaps (at appropriate airspeeds) when safely airborne and flew the climb profile in accordance with the flight manual.	Maintained runway alignment ±25 feet during takeoff ground roll. Rotated the aircraft at an improper rate or under or over rotated (not excessively). Retracted gear and flaps at inappropriate airspeeds or altitudes or failed to follow flight manual cleanup and acceleration schedule, but did not exceed any flight manual gear or flap limitation.	Exceeded runway alignment of ±25 feet during takeoff ground roll. Attempted to rotate at an unsafe rate or attitude. Attempted to exceed the flight manual limiting speeds for the landing gear or flaps.
Area 10. Basic Instruments.	Performed instrument procedures in accordance with flight manual and applicable directives.	Minor errors performing instrument procedures did not detract from maneuver accomplishment or safe flight operations.	Major errors performing instrument procedures would have resulted in unsafe flight.
Area 11. Use of Autopilot/ Flight Director.	Autopilot and flight director were used in accordance with flight manual and associated directives.	Minor deviations in autopilot and (or) flight director use did not degrade safety of flight or exceed flight manual limitations.	Significant deviations would have resulted in unsafe flight or exceeded flight manual limitations.

A	B	C	D
	Grade		
Grading Area	Q	Q-	U
Area 12. Communications/ Intercockpit Communications.	Responded correctly and in a timely manner with proper radio discipline and concise terminology.	Used inconsistent radio discipline and terminology, but air traffic clearances were communicated correctly and flight safety was not compromised.	Missed radio calls and incorrect responses would have resulted in unsafe flight.
Area 13. Clearing.	Effectively used visual and radio clearing techniques to avoid traffic conflicts. Recognized actual or potential conflicts and managed situation to deconflict	Had a limited ability to effectively use visual and (or) radio-clearing techniques to avoid conflicts. Had a limited ability to recognize potential conflicts; relied heavily on air traffic control.	Improper or lack of clearing techniques consistently resulted in missed traffic and potential conflicts. Was unable to recognize potential conflicts.
Area 14. General Knowledge	Knowledge level of aircraft systems and normal procedures ensured correct analysis of systems malfunctions. Was able to use systems knowledge to correctly operate aircraft systems in normal or abnormal operations	Had a limited knowledge of aircraft systems and normal procedures; was slow to correctly analyze systems malfunctions. Limited systems knowledge led to incorrect or incomplete operation of aircraft systems in normal or abnormal operations.	Demonstrated unsatisfactory knowledge of normal procedures, aircraft systems, limitations, or performance characteristics.
Area 15. Emergency Procedures Knowledge.	Was able to accomplish required boldface or critical action steps without reference to the checklist or flight manual. Took proper steps to resolve abnormal situations. Used checklist and in-flight guide effectively.	Was slow to accomplish required boldface or critical action steps. Was slow or required some assistance to take proper steps to resolve the abnormal or emergency situation. Was slow to effectively use the checklist and in-flight guide to solve problems.	Was unable to accomplish boldface or critical action steps. Was unable to analyze problems or take corrective action. Did not use checklist or lacked acceptable familiarity with its arrangement or contents.

A	B	C	D
	Grade		
Grading Area	Q	Q-	U
Area 16. Crew Debriefing.	Debriefed all aspects of the mission to ensure a thorough understanding of events.	Debrief was incomplete or confusing.	Debrief was insufficient to allow crewmembers to correct deficiencies in future missions.
Area 17. Instructional Ability.	Provided instruction appropriate to the student and deferred complex instruction to after flight if necessary. Was able to discern procedure from technique. Was proficient at accomplishing demonstration maneuvers and maintained a safe and effective training environment at all times.	Failed to identify student's shortcomings and provided only minimal instruction to the student. On some occasions, confused procedure with technique. Was only marginally proficient at accomplishing demonstration maneuvers, but maintained a safe flying environment at all times.	Was unable to adequately instruct maneuvers or successfully demonstrate them. Did not maintain a safe flying environment at all times.
Area 18. Visual Pattern.	Pattern speed: 140 KIAS min. Base turn at 130 KIAS (140 KIAS, flaps up) min. Final approach speed: 120 or V_{app} +1/2 the gust factor, whichever was greater. Pattern altitude: ±100 feet. Maintained correct glidepath until threshold.	Pattern speed: -10 KIAS of target airspeed when attempting to maintain constant airspeed. Final approach speed: V_{App} +20 to -10 KIAS. Pattern Altitude: ±200 feet. Minor glidepath deviations were corrected before crossing threshold.	Pattern and final approach speed exceeded the Q-limits. Altitude deviations were more than 200 feet. Erratic glidepath resulted in a go-around.
Area 19. Landings.	Maintained runway center line ±10 feet. Speed crossing threshold was V_{App} +1/2 the gust factor.	Maintain runway center line ±25 feet. Speed crossing threshold was V_{App} +1/2 the gust factor +15 KIAS to -5 KIAS.	Runway alignment and speed exceeded Q-limits.
Area 20. Maximum Reverse Thrust Landing.	Landed at desired touchdown point and stopped within 2,000 feet.	Landed at desired touchdown point and stopped within 3,000 feet.	Misapplication of procedures and (or) exceeded Q-limits.
Area 21. Simulated Engine-Out Landing.	Same as landings.	V_{App} +1/2 the gust factor +10 to 15 KIAS to -0 KIAS.	Same as landings.

A	B	C	D
	Grade		
Grading Area	Q	Q-	U
Area 22. Normal Go-Around.	Accomplished flight manual procedures including pitch and configuration changes and acceleration profile in a timely manner.	Safely executed maneuver, but was slow to accomplish required procedures or improper pitch or configuration changes.	Attempted to exceed flight manual airspeed limitation or safe pitch attitudes.
Area 23. Simulated Engine-Out Go-Around.	Same as normal go-around.	Same as normal go-around.	Same as normal go-around.
Area 24. Partial Flap Landing/No Flap Low Approach.	Followed flight manual procedures. Landed aircraft at target touchdown point ±300 feet.	Was slow to accomplish or incompletely accomplished flight manual procedures. Landed aircraft at target touchdown point ±800 feet.	Improper flight manual procedures resulted in unsafe configuration. Touchdown point exceeded Q- limits.
Area 25. Simulated Engine Failure After Takeoff.	Applied flight manual procedures in a timely manner.	Was slow to identify situation and (or) improperly applied flight controls, but was able to control aircraft within safe flying parameters without help.	Attempted to place aircraft in unsafe condition by misapplication of flight controls. Applied flight manual procedures in an untimely manner.
Area 26. Touch-and-Go Procedures (IPs).	Briefed and accomplished required touch-and-go procedures in accordance with the flight manual.	Was slow to brief or accomplish correct procedures during touch-and-go procedures, which enabled a safe but less than fully effective procedure.	Did not brief or accomplish required touch-and-go procedures. Attempted to place aircraft in an unsafe condition by misapplication of flight manual procedures.
Area 27. Departure.	Maintained assigned altitude ±100 feet, desired airspeed ±10 KIAS, and assigned heading ±5degrees.	Maintained assigned altitude ±200 feet, desired airspeed ±20 KIAS, and assigned heading ±10 degrees.	Exceeded Q-limits.

A	B	C	D
	Grade		
Grading Area	Q	Q-	U
Area 28. Fix to Fix.	Navigated toward and arrived at the fix, exhibiting solid instrument skills and situational awareness.	Navigated toward and arrived at the fix, but was slow to establish direction or method of navigating to the desired fix.	Failed to arrive at the desired fix.
Area 29. Holding/Procedure Turns.	Performed prescribed entry procedures and maintained designated track according to AFMAN 11-217, Volume 1, and other directives.	Made minor deviations from prescribed procedures, but maintained safe accomplishment of the procedure.	Improper procedures would have resulted in unsafe flight.
Area 30. Penetration.	Complied with published approach procedures and appropriate directives.	Made minor deviations from prescribed procedures, but maintained safe accomplishment of the procedure.	Improper procedures would have resulted in unsafe flight.
Area 31. En Route Descent.	Accurately planned, executed, and updated descent, which resulted in an effective en route descent within the required descent restrictions.	Inaccurately planned descent, which resulted in a high speed descent with drag devices, but was still able to meet altitude restrictions.	Errors in descent planning and execution required additional airspace to complete required descent and revision of descent restriction due to improper planning or execution of en route descent, but did not exceed any aircraft limitation.

A	B	C	D
	Grade		
Grading Area	Q	Q-	U
Area 32. Nonprecision Approach.	Maintained desired altitude ±100 feet, airspeed (when attempting to maintain constant airspeed) +15 to -5 KIAS, and assigned heading ±5 degrees. Maintained arc ±2 NM. Inside FAF maintained airspeed at 120 KIAS min or V_{App} +1/2 the gust factor, whichever was greater. Reached and maintained MDA +100 to -0 feet at or prior to VDP. Maintained course ±1 dot on the CDI or ±5 degrees. Identified the missed approach point before passing 0.5 NM past (with DME) or 10 sec past (without DME). Aircraft could be safely landed from the approach.	Maintained desired altitude ±200 feet, airspeed (when attempting to maintain constant airspeed) +30 to -5 KIAS, and assigned heading ±10 degrees. Maintained arc ±4 NM. Inside FAF maintained airspeed at 120 KIAS min +20/-5 or V_{App} +1/2 the gust factor, whichever was greater. Reached and maintained MDA +125 to -50 feet at or prior to VDP. Maintained course ±2 dot on the CDI or ±10 degrees. Identified the missed approach point before passing 1.0 NM past (with DME) or 20 sec past (without DME). Aircraft could be safely landed from the approach only by reverting to a visual approach before reaching the MDA.	Exceeded Q-limits. Aircraft could not have landed safely from the approach.
Area 33. Precision Approach.	Complied with the applicable criteria for nonprecision approach (see area 32). Did not exceed “well above” or “well below” glidepath on a PAR. Maintained ILS glidepath and localizer course within 1 dot.	Complied with the applicable criteria for nonprecision approach (see area 32). Consistently exceeded “well above” or “well below” glidepath on a PAR, but did not get so far off course or glideslope to have approach terminated by the controller. Maintained ILS glidepath and localizer course within 2 dots.	Exceeded Q-limits. Had to execute a missed approach due to course or glidepath deviations. Could not have safely landed from the approach.

A	B	C	D
	Grade		
Grading Area	Q	Q-	U
Area 34. Circling Approach.	Planned and executed approach in accordance with guidelines in AFMAN 11-217, Volume 1. (See criteria for visual approach.)	Minor errors during planning and execution resulted in a safe, but less than fully effective maneuver. (See criteria for visual approach.)	Exceeded Q-limits for visual approach. Was unable to safely land from circling maneuver.
Area 35. Missed Approach.	Complied with missed approach or climbout instructions (or local directives). Complied with flight manual procedures	Was slow to comply with missed approach or climbout instructions (or local directives). Was slow to accomplish flight manual procedures	Failed to comply with missed approach instructions. Failed to follow flight manual procedures.
Area 36. Transition to Landing.	Transitioned to visual cues so that a normal glidepath was flown to landing.	Minor deviations resulted in a steep final or “duck under” final approach, but did not exceed safe flight parameters.	Failed to pick up visual cues early enough to have made a safe landing.

MARVIN R. ESMOND, Lt General, USAF
DCS, Air and Space Operations

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFPD 11-2, *Aircraft Rules and Procedures*

AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program* (previously AFI 11-408)

AFMAN 11-217, Volume 1, *Instrument Flight Procedures*

AFI 11-290, *Cockpit/Crew Resource Management Program* (previously AFI 36-2243)

AFMAN 37-139, *Records Disposition Schedule*

Abbreviations and Acronyms

AC—aircraft commander

AFORMS—Air Force Operations Resource Management System

ASR—aircraft surveillance radar

ATD—aircrew training device

DME—distance measuring equipment

EPE—emergency procedures evaluation

FE—flight examiner

FEF—flying evaluation folder

IAW—in accordance with

ILS—instrument landing system

IP—instructor pilot

IRC—instrument refresher course

KIAS—knots indicated airspeed

LOC—Localizer

MAJCOM—major command

MDA—minimum descent altitude

MPP—most probable position

NDB—nondirectional beacon

NM—nautical mile

PAR—precision approach radar

RMI—radio magnetic indicator

TACAN—tactical air navigation

VFR—visual flight rules

VOR—VHF omnidirectional range